

came by Capt. Rose and found everything in a state of confusion. All of the crew were well and there had been no sickness on board since leaving Wilhelmshaven.

Capt. Rose would not tell the health officers what he came in for. Soon after the U-53 had dropped her anchor the captain sent ashore by one of the newspaper men who greeted the arrival of the boat the package of mail that was to go to the German Embassy in Washington. Whether this was the real object of the visit is not known. Capt. Rose told to one of the newspaper men that he was willing to talk, but that he was not going to come for and where he was going he declined to say.

He said his visit would be a short one, that he would stay only a few hours and leave tonight. He however told his visit even shorter, for at 5 o'clock, he was seen to be making preparations to move out. Seventeen minutes later he was on the way out and he took the same course out as he did coming in. Capt. Rose showed his course for the Bremen Reef lightship and then headed a little to the eastward as though he was heading off to Vineyard Sound.

As it was getting dark the boat showed her running lights and showed no signs of submerging. She was making good time and when outside of the lightship a little way the crew began to dismantle the wireless aerial that was stretched over the deck of the boat when she came in. A few minutes later, at 7:05 P. M., the U-53 disappeared.

First Asked About Bremen.
One of the first things Capt. Rose asked when he arrived at anchor was whether or not the Bremen had arrived. He told she had not and while he did not express an opinion he looked a little surprised at the question. He expected that the merchantman would have been on this side by this time.

He said nothing about whether he knew the Bremen had left or anything about her, but it looked as though the U-53's presence in these waters might mean the close approach of the sister ship of the Delaware.

Capt. Rose stated that he was not going to New London and said that when he went out he would go to sea. He is a man between 40 and 50 years of age, a clean cut and alert officer and his subordinates and men on the boat looked as though they were a picked crew. All were stalwart men and several of them spoke English.

Captain Rose spoke English fluently and was very frank in what he said. He wanted to know the latest war news and was told of the big land battles that have been recently fought in Europe. This caused him to smile and he said that all of the news was not reaching this side of the Atlantic.

The captain said his ship was not in distress nor was he in need of any supplies or provisions, they having plenty on board to take them home to their home port if occasion required.

He would not even take water aboard, though a water boat went alongside and asked if any were needed. He did not look as though they were hungry and had evidently had plenty to eat on their 17-day voyage.

The health officer wanted to be sure that everything was all right aboard, though he was satisfied himself and gave the ship a clean bill of health. Despite this, however, he had word of Passed Assistant Surgeon Edward R. Marshall of the Public Health Service of the United States, who had been asked to come to this city. He started in an automobile but the U-53 had departed before his arrival.

Boat Was a Model of Neatness.

The boat was the model of neatness so far as could be seen. Capt. Rose had all of the hatches open when his ship arrived and he had them closed to try to conceal anything. Neither did he bar visitors from the ship during his brief stay in Rhode Island waters.

A few persons would have been on the opportunity of boarding the vessel, including several German Americans here. They were able to converse with the crew in their native tongue, but they did not get any more information from the men than what Capt. Rose gave out in English.

Some of the crew tried to get information as to where the boat was going. One of these was Ernst Voigt of this city, one of the members of the crew told him they had enough to last until they got home.

"When are you going to get home?" "Maybe never," answered the sailor. "The crew were greatly interested in everything they saw from their boat. They lined up on the afterdeck and watched the United States naval vessels close by, and in the afternoon the tender Ozark of the submarines came in. This was a sight of particular interest to the Germans.

Bremen Due in Two or Three Days.

One of the crew in talking to another Newporter this afternoon on board the U-53 stated that the Bremen was to arrive in two or three days. He did not say this with any definiteness, but nevertheless said it in a way that left little question he knew what he was talking about.

The American sailors and naval officers were as much interested in the visitor as the Germans were in the American vessels, but none of the United States bluejackets had a chance to get aboard. Some of the officers were aboard the submarine, however.

The U-53 is the biggest submarine that has ever been in these waters. She is larger than the "C" class submarines here, being 215 feet long, and is a formidable looking craft. She is carrying two guns on her deck, one forward and the other aft. Both of them are 10-inch guns of large calibre, the one forward being larger than the other.

The boat was firing two flags when she came in, the German flag at the mast and the jack at the bow. The boat is painted a gray, somewhat lighter than the gray that is used on the American war vessels, though of the same general hue.

The boat also has a capacity of eight torpedoes, but if what was said by the captain and others is true they did not use any of these on the way across.

Capt. Rose stated he had not seen any hostile warships on the way over, in fact he had not seen any other ships or land on the trip. He was not taking many chances, evidently, for there were three days that they ran for the most of the time submerged.

The trip was made without incident as far as could be learned, and why she had not been sighted or reported before she showed up here is not known. Several American ports, and one of the most important naval centres on the American coast, at that seems a mystery.

The ship was from the subject of great interest while she remained here, launches, rowboats, sailboats and about every other kind of craft hovered and swarmed about the ship during the entire stay, until it was seen that those on board were getting ready to make their departure, and then way was made for the boat to get out.

Outraced Fleet of Small Boats.
Some of the small boats endeavored to follow the German to sea little way, but Captain Rose soon left them astern by putting on about thirteen knots of the eighteen knots the boat is capable of making on the surface. Submerged, Captain Rose said the submarine was able to make about twelve knots.

Visitors on the submarine were not allowed to leave the ship when the hour of departure arrived. Several were standing on the deck about 5 o'clock. Some of the sailors went forward and began to work at a winch that extended down through a hatch on the deck.

"What are you doing?" asked one of the sailors. One of the sailors who could speak English replied: "We are raising the anchor."

The visitors, some of whom were members of the cottage colony who were

greatly interested in the arrival of the ship, took a hurried departure, signalling their launches and other boats to take them off, as they had no desire to be carried to sea.

The D-2 which acted as conveyer of the ship into port is commanded by Lieut. George C. Fuller. He and his officers talked with those on the German submarine. They received the same information as all of the others, that the ship had just come in and that after a few hours would go to sea again.

U-53 on a Raiding Expedition.
From what one of the visitors to the ship stated, there is no doubt the U-53 is out on a raiding expedition. This man was James J. O'Brien of this city. Like many Irish Americans he is interested in the efforts of Ireland to secure her freedom from England.

O'Brien took with him to the ship a flag of the Irish Republic. This was a small black flag with a green and white cross and this he presented to Lieut. Walker, first officer of the submarine.

Lieut. Walker accepted the flag, stating that he knew what it was, and, furthermore, he informed O'Brien that he would take it with him, and on the first British ship that he met he would be flying in honor of Ireland.

Several of the crew sent postal cards ashore by visitors with the request that they be sent to the Atlantic Ocean, lying between New York and the other side, more than forty steamships would be the Allies which are due to arrive here this week or the next. Among them are the following freight and passenger vessels:

Lafayette, St. Louis, Espana, Campania, San Giorgio, Cedric, Duke of Aosta, Roma, Baldo, Wimborne, Belter, C. H. Crowe, Hoath, Inveran, St. Stephen, Meuse, Agios, Gouvenor, Buffalo, Lincolnshire, Omega, Lovic, Teurka, Maun, Queen Mary, Kyvarien, Verdi, Virginia, Lancastrian, Strathmore, Manhattan, Venezia, Alloth and Port Canard.

There are also a number of Scandinavian and Dutch liners, which would not, however, be so liable to submarine attack. The Kristianstad of the Norwegian-American line sailed from this port yesterday and the Frederik VIII. of the Scandinavian-American line is due here on Tuesday from Christiansand, together with the Ryndam of the same line from Kirkenær and Rotterdam.

The passenger steamship Dante Alighieri, belonging to the Transatlantica line, was scheduled to sail yesterday afternoon at 3 o'clock, but up to a late hour last night no word had been received that the vessel had passed out at Sandy Hook.

WILSON HEARS OF FEAT.
President Wilson was informed last night of the arrival at Newport of the German submarine U-53.

LONG BRANCH, N. J., Oct. 7.—President Wilson was informed last night of the arrival at Newport of the German submarine U-53, but refused to make any comment.

Count von Bernstorff, the German Ambassador, to whom the submarine was delivered, was scheduled to sail yesterday afternoon at 3 o'clock, but up to a late hour last night no word had been received that the vessel had passed out at Sandy Hook.

STEAMSHIP IS SHELLED.
British liner Mercian escapes—Captain's cap Visitor Split.

GALVESTON, Tex., Oct. 7.—The British steamship Mercian, which arrived today from Liverpool, was shelled by an enemy submarine but escaped unharmed.

Capt. Walker, in command of the Mercian, is due to give a detailed report of the attack on the vessel. The visitor of the captain's cap was split by one of the shells but he was not injured.

U BOAT WAR ON AGAIN.
England Has Reports of Two Ships Sunk Without Warning.

LONDON, Oct. 7.—Germany not only is planning but has actually resumed the sinking of merchantmen without warning, according to a statement issued today by the British Foreign Office regarding two ships recently attacked.

Officers of the Anna Lee of Bergen report that a submarine with one gun visible forward, painted gray and very rusty, the periscope of a second submarine being visible at the same time, attacked the vessel with gunfire on the morning of October 5 without warning.

The ship suffered no damage, but her master was ordered to pick up the crew of the Norwegian steamship Cedric of 1,128 tons gross, which had been sunk according to an official report.

According to an official report, the British steamship of the Havant was attacked by a German submarine and sunk in a rough sea. Ten men were picked up. Nothing is known of the fate of the captain and nine other sailors.

BIG U BOAT TRIUMPHS.
German Submarines Prove Effectiveness Far From Home.

Arrival of the U-53 at Newport stirred the hearts of even the local Allied folk yesterday, the presence in American waters of the German naval undersea boat being but another thrill which this most interesting of the new engines of warfare has aroused since its debut.

The news that the U-53 had arrived at Newport and would be off the Atlantic coast last night did not prevent the Cunard liner from sailing yesterday afternoon with 200 cabin passengers. At the Cunard line office, 24 State street, officials said they relied on the promise of Germany to the United States that German submarines would not attack passenger vessels without warning.

When German submarines started early in the war to try to challenge even England's mastery of the sea the first question that came into the minds of the neutral onlookers was, "Can the submarines get far enough away from a German base to be effective?"

The real answer to the question came over the cables early in the summer of 1915, when Constantinople reported that the German U-51, Capt. Otto Herling, had bobbed up at the Dardanelles after a trip of 800 miles from Wilhelmshaven and had promptly sunk the British battleship Triumph and the ship's crew.

As early as October, 1914, the U-53 had sprung into existence, fame by sinking the three British armored cruisers Aboukir, Cressy and Hogue, but this first big submarine performance of the war was performed in North Sea waters or a comparatively short run out from the Kiel Canal.

Rumors of Deutschland's Feat.
And then at the beginning of the first warm weather days of the present year another German submarine came to the surface in Spanish waters and there it went ashore carrying a letter from the Kaiser to King Alfonso. Shortly after this rumor of a German triumph began to reach America early last summer.

The rumors for a time were taken seriously. But on a black morning two hours after midnight on July 9 last, a steamer skipper of the pilot boat Relief, lying off Cape Henry, was stirred into astonished activity by the blasts of an air whistle and a guttural voice coming out of the blackness that said: "This is the German underwater liner Deutschland."

Details of the way the Deutschland had ducked under the keels of countless ships of the enemy in British waters and then had played hide and seek with the allied warships trying to trap her off the Virginia capes had been printed in extensive detail too recently to bear recounting here. There came the departure of the Deutschland from Baltimore, her submarine career had begun in Germany and, simultaneously, the stories about the expected arrival here, probably at New London or her sister the Bremen.

Little or no doubt remains that the Bremen many weeks, perhaps months, ago departed from Germany for America, and that she is now in the waters of the United States, the minds of those interested in the movements of the Bremen and the Deutschland's sister submarine have been captured.

Less than two weeks ago the German newspapers were hoaxed into believing that the Bremen had arrived at New London, whereupon the papers throughout Germany printed maps of the New England coast showing the location of the Deutschland and the Bremen's skipper and her crew, together with lengthy biographies of her.

The arrival of the Deutschland at Baltimore stirred up international law experts at Washington as to the merchant submarine's legal status. The State Department finally decided that the Deutschland should be accorded the courtesies due to any other merchantman.

There were surprises in Manhattan last night as to whether or not the news of the arrival of the U-53 had any effect on the local situation. The U-53's crew of the allied watchtowers which have been rolling lately on the waves off this and other nearby ports for many months past, the local situation was quiet.

There was nothing, it was suggested by local observers, to prevent the U-53 from making the coast and sending the British ship lying off Sandy Hook to Kingston Cove. Had a defensive feeling been aroused after dark last night the next to chronic feeling of offence which the Allied watchtowers have enjoyed since they took up their vigil here more than two years ago?

"Are the British middle of this port a bit more alert and staying on the job late tonight?" Manhattan was asked, and Manhattan answered that probably they were.

IRISH POSTER PROHIBITED.
Subway Advertising Company Calls Execution Scene Morbid.

The managers of the Irish Relief Fund banner to be held in Madison Square Garden for three days beginning tomorrow afternoon, were notified yesterday of the refusal of the Broadway Railway and Home Borough Car Advertising Company, which controls the Brooklyn car and elevated station advertising, to post the banner's official poster on 150 elevated stations. The reason given by the company was that the poster is too morbid.

It is a picture of the execution of James Connolly, one of the leaders in the recent uprising in Ireland, who is shown in a chair, wounded, facing a squad of British soldiers. At the head of the banner is the slogan: "The British Government is responsible for the death of James Connolly." The poster is prohibited in Brooklyn.

A Split of White Rock and a dash of lemon quenches the most irritating thirst

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U BOAT WARFARE CHECKED!
German Papers Conflict as to Intentions of Government.

LONDON, Oct. 7.—The German papers of the Left party published in Zurich hint that the German government does not intend to resume submarine warfare, but the reports on this subject are conflicting.

One newspaper states that the supporters of Chancellor von Bethmann-Hollweg are changing, and there is a growing demand for a ruthless U boat war, but the truth seems to be that while an irresponsible section desires such a policy, the majority of the committee by the Chancellor and the naval staff.

It is believed here that these facts indicated that submarine warfare could not be waged upon a large scale because the losses were greater than the output of boats and the results were such as to warrant antagonizing America.

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RUMANIAN STAFF HAS BIG PROBLEM
Two Powerful Teuton Armies Striking Simultaneously on Different Fronts.

SOUND WARNING NOTE

Dr. Dillon and M. Naudan Say Much Hango on Strategy of Russians.

Special Cable Despatch to The Sun.
LONDON, Oct. 7.—Further evidence that the allied strategists are seriously worried at the recent Rumanian defeat and the German effort to crush Germany's newest enemy is contained in dispatches from two authorities of almost identical tenor, and both sent October 5, but from different places.

Dr. E. J. Dillon, the authority on Balkan politics and strategy, and M. Naudan, the Daily Chronicle's correspondent with the Russian army, agree that Rumania is under difficulties in operating on two fronts simultaneously, Transylvania and the Dobruja, and that the attacks of Von Falkenhayn on the one front and Von Mackensen on the other are a very serious menace.

Difficulties of Campaign.
Dr. Dillon, after laying stress upon the immense preparations in guns and ammunition which the Germans have made against Rumania, says:

"Conducting a campaign in the Carpathians involves redoubtable difficulties. The Rumanian army is not yet ready to meet the offensive as soon after their retreat from Petrovsky. The same holds good of the operations in the Dobruja, and more particularly of the remarkable feat of transporting troops to the Bulgarian side of the Danube."

At the risk of being accused of pessimism, however, I cannot help laying stress upon certain facts which have also struck my military friends. The positions occupied at present by the Rumanian army in the Dobruja and Transylvania are generally deemed strong, and the number of troops defending them is considered sufficient to hold them. In this case, one would naturally inquire why they need reinforcements.

The question arises, how can the Rumanian army hope to defeat Von Mackensen in the Dobruja and at the same time to meet the more formidable enemy in Transylvania, which already has snatched Petrovsky and Hermannstadt from their grasp and is bent on an invasion of their country? The Austro-German numbers under Von Falkenhayn give us the measure of the vastness and moment of the struggle that is now about to be waged."

Contradictory Views.
M. Naudan says:

"It goes without saying that henceforth all operations in the Dobruja and Volynia directed by Gen. Brusiloff are unavoidably in close connection with the movements of the Rumanian army. Two points of view are possible. The first is that the Rumanian army is well qualified to speak with competence regarding the Rumanian positions."

"The first opinion is that the main Rumanian front is unquestionably in Transylvania, while the events in the Dobruja are only a strong diversion in support of the main effort. The second opinion is that the Rumanian army is well qualified to speak with competence regarding the Rumanian positions."

"Which of these views has prevailed is a secret strictly guarded, but it is quite evident that the whole strategy of the Russian front must be influenced considerably by the fact that the Dobruja and northern Bulgaria will or will not be the scene of huge and decisive battles."

Strain Wearing Out Germans.
Col. Benington, military expert of the Times, writes of the Somme battle, saying that the captured memorandum of Gen. Count von Armin, admitting to little progress and no gain for the German army is wearing out from the constant strain of two years war on immense fronts.

"The steady exhaustion of man power and material, the constant call upon the troops to fight first on this front, then on that, are exerting influences which these excessive demands upon human strength are bound to exercise," he writes. "We have nothing better to do than to go on, assured that we have adopted cooperation with our allies, the best strategy, and the best tactics to slaken the Germans of their war and to make them tame."

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